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[WHOLE No. 85.]

DEFERRED ARTICLES.

NAVAL AND MILITARY ACTIONS.

It is observed by Mr. Hume, that actions are seldom, if ever, so decisive at sea, as they are on land; a remark suggested by the repeated indecisive actions between the English and Dutch in the reign of Charles II; but which affords a striking proof of the danger of generalising from too limited a collection of facts. Had he extended his retrospect further he would have observed that the most decisive and important of all actions recorded in history have been fought at sea; that the battle of Salamis rolled back from Greece the tide of Persian invasion; that of Actium gave a master to the Roman world; that of Lepanto arrested forever the dangers of Mahometan invasion in the South of Europe; and that of La Hogue checked, for nearly a century, the maritime efforts of the house of Bourbon. Equally important in its consequences as the greatest of these achievements, the battle of Trafalgar not only at once secured the independence of England and destroyed all Napoleon's hopes of maritime greatness, but annihilated for half a century the navies of France and Spain.

The losses of the Moscow campaign were repaired in six months; even the terrible overthrow of Leipsic was almost obliterated by the host which was marshalled round the imperial eagles at Waterloo; but from the shock of Trafalgar the French navy never recovered; and during the remainder of the war, notwithstanding the utmost efforts of Napoleon, no considerable fleet with the tricolor flag was ever seen at sea. Error frequently attends hasty or partial induction; but from a sufficiently broad and extensive view of human affairs, conclusions of general and lasting certainty may be formed.

It is stated by Napoleon, that a fleet of thirty ships of the line, with guns and complement of men complete, may be considered as corresponding at sea to an army of 120,000 men on land. Judging by this standard, the battle of Trafalgar, which destroyed fully twenty-five ships of the line, and made prize of twenty, must be considered as equivalent to a victory where 90,000 out of 120,000 were destroyed. The annals of war exhibit no instance of such a success with land forces; it is double what even the bulletins claimed for Napoleon at Austerlitz, Jena, or Friedland. Even at Waterloo, where alone a blow approaching to that inflicted at Trafalgar was struck, the loss of the French has never been estimated at above 40,000. The loss by which that victory was purchased on the side of the British alone, was 9999; on that of the allies, above 20,000; whereas, the total loss of the English at Trafalgar was only 1,690 men, a smaller number than perished in many inconsiderable actions, attended with little or no result, in Spain. This affords a striking instance how comparatively bloodless, when viewed in relation to the importance of the successes achieved, are victories at sea than at land; and although the losses of the defeated party are much more severe, yet even they bear no proportion to the enormous effusion of blood in land fights.

Lord Collingwood estimates the killed and wounded at Trafalgar, where the French navy was in a manner annihilated, "at several thousands;" while the Moscow campaign, where four hundred thousand men perished, was found insufficient to beat down the military power of Napoleon. The battle of Trafalgar affords a decisive proof that it is owing to no peculiar manœuvre, ill understood by others, of breaking the line, that the extraordinary successes of the English at sea are owing, but that the superior prowess and naval skill of their sailors is alone the cause of their tri-

umphs. In truth, the operation of breaking the line, whether at sea or land, is an extremely critical and hazardous one, and never will be attempted, or, if attempted, succeed, but by the party conscious of and possessing greater courage and resources in danger than its opponent. From its superior sailing, and the lightness of the wind, the Royal Sovereign was in action at Trafalgar when the rear of the column was still six miles distant, and full a quarter of an hour before another British ship fired a shot: and the whole weight of the conflict for the same reason, fell upon the twelve or fourteen British ships, which first got into action, by whom six-sevenths of the loss was sustained. So far from the French and Spanish fleets being doubled up and assailed by a superior force, the British fleet itself was doubled up; and the victory was in fact gained by half its force, before the remainder got into action. The arrival of this remainder, indeed, gave those first engaged a decisive advantage, and enabled the ships which hitherto had borne up against such desperate odds to overwhelm in their turn their dispirited, and now outnumbered opponents; but had they not been from the first, superior, and greatly superior, to their antagonists, they must have been taken prisoners in the outset of the fray, and lain useless logs alongside of their captors when the rear of the column was getting into action.

Would any but a superior enemy have ventured to plunge, like Collingwood and Nelson into the centre of their opponent's fleet, and unsupported, single out the hostile admiral for attack, when surrounded by his own vessels. What would have been the fate of Alava and Villeneuve, of the Santa Anna and the Bucentaur, if they had thus engaged Collingwood and Nelson, the Royal Sovereign and the Victory, at the muzzle of their guns, in the middle of the English fleet, when three or four other hostile line of battle ships were pouring in their shot, on all sides? Would they not have been compelled to strike their colors in ten minutes, before the tardy succeeding vessels could come up to their support? In breaking the line, in short, whether at sea, or land, the head of the column must necessarily be engaged with a vastly superior force, before the rear and centre can get up to its support; and if, from accidental causes, their arrival, as at Trafalgar, is long delayed, it may happen that this contest against desperate odds may continue a very long time—quite long enough to prove fatal to an ordinary assailant.

The conclusion to be drawn from this is, not that Nelson, Duncan, and Rodney, did wrong, and ran unnecessary hazard by breaking the line at Trafalgar, Camperdon, and Martinique—quite the reverse: they did perfectly right: but that it is the manœuvre suited only to the braver and more skilful party, and never can prove successful but in the hands of the power possessing the superiority in courage and prowess though not in numbers. It will succeed when the head of the column can sustain itself against double or treble its own force before the centre or rear gets up, but in no other circumstances. The case is precisely the same at land; the party breaking the line there runs the greatest risk of being made prisoner, if not able to bear up against superior forces before support arrives from the rear; and an antagonist who can trust his troops in line to resist the head of the column, will soon obtain a decisive advantage by assailing the attacking column on both flanks. This was what the Duke of Wellington felt he could do, and constantly did, with British troops; and accordingly Jomini tells us, that the system of attacking in columns and breaking the line never succeeded against the close and murderous fire of the English infantry.

It was the same with the Russians. Napoleon's system of bringing an overwhelming force to one point, and there breaking the line, answered perfectly, as long as he was engaged with the Austrians, who laid down their arms, or retired, the moment they saw an enemy on their flank; but when he applied it to the Russians, he soon found the attacking column fiercely assailed on all sides by the troops, among whom it had penetrated; and the surrender of Vandamme, with 7,000 men, in the mountains of Bohemia, in 1813, taught him, that it is a very different thing to get into the rear of an army drawn from the north side and one from the south of Europe.—*Ellison's History of Europe.*

From the New York Herald of July 25.

SOIREE ABOARD THE FRENCH FRIGATE L'ARTEMISE.

"Now are our brows bound round with Peace's wreaths.

Our bruised arms hung up for ornaments,
Our stern alarms changed to merry meetings,
Our dreadful marches to delightful measures."

On Saturday evening, a splendid *soirée* was given on board the French frigate, which for elegance, beauty and effect, outstripped any thing of the kind ever known to have taken place in our waters, in the courtesies between two nations. About two hundred persons were calculated to have been present, containing the *élite* of beauty and fashion, among whom we observed M. de la Forest, French Consul, the Mayor, Dr. Mott, Captain Chevallier, Colonel McKenney, of Philadelphia, Commodore Ridgely, of U. S. Navy, and several other citizens and strangers of distinction. The ball on Thursday last was given by the Chevalier de la Place, the commander—that on Saturday by his officers. The elegant and delicate courtesies extended towards the French naval gentlemen by our officers stationed at the Navy Yard could not be resisted by the latter till they excelled them in their own way, as they most certainly did on Saturday evening. The whole affair was got up in nearly a single day—arrangements, ornaments, and all. On Friday and Saturday invitations were issued to a number of families, ladies and gentlemen, throughout the city.

At the hour indicated, the carriages containing the youth and beauty of the city, rolled down to the Battery, and their lovely freight were transported on board the frigate, by her barges in attendance at Castle Garden bridge. The evening was most beautiful—the sun had just set over the hills of New Jersey and left a crimson blush over the western horizon—the battery was well filled with spectators—the river was calm and tranquil, and the gallant L'Artemise

"Sat in the water like a thing of life."

with her lights sparkling from her like so many happy stars leading to delight and pleasure. At nine o'clock the whole company had assembled on the quarter deck. It was fitted up like an elegant apartment, so as to make all for a moment forget that they were floating on the water at all. All the fierce instruments of war, bright and polished, were turned into elegant ornaments for the ball room. The big gun, the musket, the pistol, the cutlass ornamented with exquisite taste, the different portions of the gay apartment.

The dancing commenced at half past eight o'clock, and continued with few intermissions the whole evening.

The gallant Chevalier and his officers vied with each other in their delicate attentions to the beautiful creatures who had graced the occasion. It was a frequent remark made during the evening that seldom had so many decidedly beautiful young ladies been collected together in a company of the like number. There were three or four young things of del-

icate, almost sylph-like figures who caught many an eye and interested many a heart—one in particular who danced with a peculiar grace, carrying a red-rose in her hand, as if she said—"I am of the house of York." The cotillion, the waltz, the gallopade alternately whiled away the rapid hours.

One particular feature of this ball must not be forgotten—the French spirit, manner and vivacity reigned throughout. On the fore-castle an awning was flung up—the hardy sailors inside an enclosed space tucked up their jackets and to the marked music of a clear ear-piercing fife and a tambourine, they danced away the whole evening *paripassu* with the gay company on the quarter deck. On board the French navy, the sailors are taught to dance as they are to read, during those hours they may be off duty. They have masters for both. It was truly amusing to see a dozen of these hardy, stout, whiskered fellows, embrace each other for a German waltz, walking at first slowly around, marking time with perfect accuracy, then at the first change in the music, start off with an indescribable whirl and an air as graceful and enchanting as a Celeste or a Vestris. Many of the gay young creatures from the quarter deck, left their own apartments for a moment and looked on this scene with visible curiosity and delight.

A little after eleven o'clock, at the end of a cotillion, all on a sudden, the various colored flags that extended over the whole end of the ball room were suddenly drawn aside as a curtain on the stage, and behold! on the after deck were displayed a splendid set of supper tables, loaded with all the elegancies of the season. The whole came upon the company like a piece of enchantment, and a soft thrill of astonishment escaped from the ladies—the gentlemen stood firm and prepared gradually for the attack. The Chevalier and his officers led the way. The ladies were placed around the tables—and for a short time it was quite an interesting sight.

On returning from the supper table, the gay company again began the dance, which continued but a short time, as the sabbath morn was approaching. The barges then conveyed ashore the numerous and delighted visitors; the lights were gradually extinguished; and the fairy scene disappeared as the streaks of morn appeared in the east.

To-day or to-morrow our distinguished visitors leave. The Artemise sails for Newfoundland and Havre. During their sojourn in our waters, they have been delighted and delighting. This mutual interchange of civilities has created a feeling that will not soon be forgotten in New York. On Friday the commander and his principal officers, after being visited by the corporation, went to Bellevue and dined with them, together with a large party of civil, military and naval gentlemen of this city. On that occasion, among the other toasts given was this one by General Morton, "*La belle France*," which was drunk with overwhelming enthusiasm.

The visit of L'Artemise, and particularly the closing *soirée*, are remarkably enchanting, natural, and almost prophetic events. When I saw the handsome young French officers, with all their national grace and elegance, leading through the mazy dance the bright and beautiful daughters of this empire of the west, it seemed as if the good spirits of their fathers; of Washington; of Lafayette; looked forth from their mansions of bliss beyond the soft moonlit sky above, and hung over the scene with renovated rapture and delight. That dance was almost a sacred ceremony—a re-union of gallant hearts; the binding up, in fresh ties of affection, the national spirits of the two countries, which late events had wounded, but which wounds happily exist no more. There was a lovely daughter of a gallant officer who had died in the arms of victory in the last war; here another fair creature, the descendant of a race of heroes and patriots; there another angel form sprung from the blood of a statesman; here another black-eyed beauty, destined, per-

haps, to continue the race of great and noble spirits. By these lovely and adorable negociators on the one part, and the gallant Chevalier de la Place and his handsome officers on the other, on Saturday night, 23d July, 1836, was a treaty of love, esteem, amity, and affection, made between France and the United States, which will, we hope, continue uninterrupted as long as bright eyes conquer, and ruby lips reward both hero, statesman, poet, *savan*, and editor.

"Vive le Roi des Francais!"—"God bless the President and the people of the United States!" and long may the tri-color and the stripes be interlocked and intermingled in peace and friendship as they were on that interesting occasion.

The fine French frigate *Artemise*, lying off the Battery, continues to attract crowds of visitors, who are all received with the accustomed courtesy and urbanity of the nation.

We paid her a visit recently, and were much struck with the fine condition of this vessel, and her equipments. Strength and efficiency are combined with the utmost attainable degree of comfort for the officers and crew. The greatest cleanliness was observable, both in all that concerned the ship and her armament, and in the persons of the sailors. The latter seemed all to be young men, about 450 in number, cheerful, hardy and dexterous. The gun-deck, mounting 30 long 32-pounders, presents an admirable battery. Each piece is fired by a simple and well arranged percussion lock, an improvement which, for some inconceivable reason, remains yet to be introduced into our navy.

The magazine too is arranged in a manner worthy of our imitation. The powder is all in separate water tight and air tight packages, instead of being stowed in bulk, so that, except by a general fire, no apprehension need be entertained of an explosion of the magazine, nor can the powder be damaged by wet.

The store rooms, water tanks, and, indeed, the general disposition of the multitudinous resources of a ship of war, appeared to us all admirably arranged.

It so happened that at the time we were on board, the work of the day was finished, and the crew were amusing themselves on the gun deck in dancing quadrilles and waltzes, in a style and with an ease of manner that, we must say, would considerably astonish our *old salts*, and that might even be imitated with advantage by some of our more pretending landsmen.

To the Chevalier de la Place, the commander, who had the complaisance to accompany us through his fine ship, we can very sincerely make our compliment upon the admirable order and efficiency of his noble frigate, and with the more satisfaction, as we trust and hope that the flag she bears, will long float in friendly association with our own star spangled banner.—*N. Y. American*, July 20.

The New York Commercial Advertiser, in mentioning the visit of the French frigate *Artemise*, to New York, and her departure on Monday last, tells the following story of one of those who visited her:

"A worthy citizen, whose notions of refinement were not of the most delicate character, presented himself at the gangway with a body of sisters, cousins, wife's aunts, &c. &c., to look at the frigate. They were received, of course, with all attention and politeness; a young lieutenant was deputed to show them the requisite civilities, and under his courteous guidance they gratified their curiosity by peeping into every hole and corner, from spar deck to cockpit. Our honest republican enjoyed much, but the scrambling up and down so many stairs and ladders proved rather wearisome, and the day was warm; moved by these considerations, on reaching the door of the chevalier's state-room, which happened to be open, and espying within a sofa of most inviting and luxurious appearance, he deliberately walked in, threw off his coat, deposited his person in a comfortable half lounge

upon the cushioned velvet, and with the utmost non chance called for a glass of brandy and water!! It was brought to him, as soon as the waiter could master his excited nerves; but imagine the consternation and amazement of the polished Frenchman!

METALLIC LIGHTHOUSES.—Mr. Samuel Brown proposes employing bronze or cast iron in the construction of light-houses, instead of stone. He seems to have made out that a bronze light-house would be incomparably cheaper than a stone one, that it would be more secure against dilapidation or subversion by the waves, that the lights would be better protected from the spray, by which they are occasionally extinguished, that it would be erected in one-twentieth part of the time, and in situations where a stone structure is impracticable.

It has been proposed to place a lighthouse on the Wolf Rock, near Land's End, a position where it would be exposed to the most violent storms of the Atlantic; and a plan was drawn up for the purpose by Mr. Stevenson, who holds a high rank in this department of engineering, which plan Mr. Brown thinks will require 15 years for its execution, and cost 150,000*l*. Mr. Brown undertakes to erect one of bronze, ninety feet high, which would answer as well as the stone one of 134 feet, for 15,000*l*, and to complete it in four months.—*Scotsman*.

NOTICES OF FLORIDA AND THE CAMPAIGNS, BY M. M. COHEN, an officer of the left wing. This work is now in the press of Messrs. BURGESS & HONOUR, of this city, and will be published in a very short time. We have been favored with a considerable portion of the proof sheets, and have derived much gratification and amusement from their perusal. A brief historic sketch of the settlement and early wars of Florida, is followed by a very ample and interesting account of the recent Indian ravages and military operations in that territory. The author, in his preface, and also in his journal, commencing with his enrolment as a volunteer for the defence of St. Augustine, indulges most unmercifully in strokes of humor, witticisms and puns, which serve, however, to relieve and enliven the many graver portions of his narrative. Mr. COHEN, after the expiration of his term of service, at St. Augustine, again patriotically volunteered his aid in the Indian war, and in an official capacity served out the arduous campaign. Much then of the detail with which he is about to favor the public, will come with the authority of an eye-witness, and from one, whose fluent pen, and descriptive power are well able to grace the narration. From the specimen we have perused we augur for Mr. C. a book that will not only please, but succeed.—*Charleston Courier*.

CAPTAIN BACK, whose narrative of his expedition to the Arctic Ocean in quest of Captain Ross, we noticed at length on Saturday, is about to proceed, we observe by the English papers, on another expedition to that frozen region, in the hope of completing the reconnaissance heretofore made.

His ship is the *Terror*, bomb-vessel, selected we presume on account of the peculiar strength of such vessels. His first lieutenant is Mr. W. Smyth, who last autumn returned from a journey from Lima to Para, down the Amazon, and who was with Captain Beechy, in the *Blossom*, some years ago, in Behring's Straits. Lieut. Owen Stanley, and Assistant Surgeon J. A. Mould, are also to be of the number of his officers.

He will make for *Wager Bay*, where his ship will be laid up, and thence will proceed with boats constructed for the purpose, and which he takes out with him, to complete the survey of the coast from Cape Turnagain, where his first expedition terminated, to *Victoria Headland*, the point where he made the sea on his last expedition. This enterprise will occupy, it is supposed, two years.—*N. Y. American*.

CONTROVERSIAL.

LIEUT. DOWNING AND PURSER ZANTZINGER.

From the United States Gazette.

In addition to the notice taken in the Boston Courier, of the anonymous writer in your columns, calling himself "Friend of justice," I request the insertion of the following remarks.

Under the flimsy pretence of vindicating the reputation of a man, as generally known in and out of the service, perhaps as any other, whose deeds have conferred upon him notoriety, some ignorant or unprincipled man has published in your paper of the 16th instant, allegations as true, which have been refuted long since; and never had any legal existence, other than is often given to calumnies equally unfounded and base.

The whole article, from the commencement to the end, is a vile misrepresentation, and could not have been noticed by me publicly, but for the appearance of what is alleged to have been the opinions of the members of a Court-martial, by which it is asserted, with what truth the public will soon know, that Mr. Zantzinger, late purser of the Enterprise, was acquitted of the acts laid to his charge.

I pronounce that part of it, so given to the public, as the opinions of the members of that Court-martial, to be, in its purport, untrue; no matter from what source it may have been derived. And I pronounce the man capable of conceiving and giving utterance to such opinions, under all the circumstances of the case, to be ignoble, and if possible, more base than him whom this anonymous writer is attempting to palm upon the public as an injured and meritorious officer.

And I challenge an investigation, by which the obligation to secrecy may be removed, and the opinions of each and any members of that Court-martial, together with the fact upon which those opinions were grounded, can be truly ascertained. I aver, that whenever such an investigation can be had, these imputations will be shown to be without grounds, and that according to their true import, those words are, as I have asserted, positively false.

Mr. Zantzinger has no cause to complain of the exposition of his guilt; for, as he has since admitted, he authorized the publication in the Baltimore Patriot, of the 5th of November, of a paper which was read in Court as his defence. It misquoted materially the evidence of several witnesses, and was otherwise but a repetition of the allegations known to be false, and proven to be so by the official reply of Mr. Mansfield, Consul for the United States, at Pernambuco, to the inquiries of Mr. Kendall, the then 4th Auditor, which however, this "Friend of Justice" has thought fit to say, is totally unsupported by truth, the effrontery of which declaration is only equalled by its wickedness and folly. * The defence thus published was throughout contrary to law and evidence, and so palpably false and absurd, that it is only necessary to examine the subject, to be lost in astonishment that he was not condemned upon his own wilful misstatement of the facts in evidence before the court. The court has not, as the publication of this anonymous writer has clearly shown, settled the question of honor or discipline, having admitted the facts, but by a course of procedure so extraordinary, that I forbear now to characterize it, in the opinion of the most intelligent and experienced officers of the Navy, opened a door for greater evils;—among the least of which is the necessity which it has produced for the present publication.

It is certainly not my province, nor will I assume on the present occasion to defend the Government against newspaper attacks such as this, coupled with my name; nor can I possibly be acquainted with the reasons which governed those in authority, in the adoption of the course in relation to this subject,

which this writer complains of; and if he be sincere in his animadversions, which I much doubt, it may appear strange to him that it has been persisted in contrary to the most urgent solicitations on my part, for an investigation into proceedings alleged and shown by the records to have been illegally conducted, the result of which, thus far, has been productive of nothing beside the propagation of error, and the legal escape of a man admitted to be guilty of conduct highly reprehensible; no less than the commission of the acts charged against him, and one of them clearly portrayed in the "exposition" of which, this "Friend of Justice" so bitterly complains.

It may be said, that, besides this writer, I am contending against many others; one of the members of that Court-martial among the rest, having by his public declarations, contributed to the propagation of those errors, exaggerating and misrepresenting facts, irrelevant to the question before the court, and perverting them to the purpose of his own justification, notwithstanding the "restraints and restrictions" by which he is, or ought to be, as well as every other member of the court, most solemnly bound to the contrary: but as I never yet shunned the encounter, either of numbers or responsibility, I will not now, that by the iniquitous conduct of others, I am placed before the public in a position strictly defensive.

Having answered the coward who has thus assailed me, I must decline appearing again in the columns of a newspaper to answer any anonymous writer.

S. W. DOWNING.

BRISTOL, Pa, July 27, 1836.

* See Documents.

NOTICES OF PUR. ZANTZINGER'S TRIAL.

ADDRESSED TO THE OFFICERS OF THE NAVY.

[From the Record.]

CASE OF PURSER ZANTZINGER.

The last day's proceedings were read, and the following entry made:

In the finding yesterday, the court cannot attach to the accused that high degree of criminality imputed in the charges and specifications. Notwithstanding the letter itself, as well as the note of explanation appended to an account after it had received the approval of Lieutenant Commandant Downing, is highly exceptionable in terms, and reprehensible.

Nevertheless, the defensive position in which Purser Zantzinger was placed, by the restraints and restrictions on board of the Enterprise, affords at least some palliation, if not vindication, for the accused's departure from the long established mode of official communication with the officers of Government.

The court, therefore, taking all the circumstances into consideration, acquits Purser Zantzinger of that criminality in these acts which it would otherwise feel itself bound to adjudge.

[The court having thus furnished its reasons, they may be examined.]

Now the facts charged and proved were, his writing a letter, affecting the character and official conduct of his commanding officer, to an officer of the Government, desiring it to be kept secret, and imputing the same sort of official misconduct, by stating objections to an item of account, which were untrue, and known to the accused to be untrue.

How any "defensive position" in which an officer can be placed, or any restraints or restrictions to which he may be subjected, can "palliate" or "vindicate" his attempting by a private letter, which is to be kept from the knowledge of the officer thus secretly accused, to injure his character, when there was nothing to prevent his making the same communication in an open and honorable manner, it is difficult to conceive, still less can it be imagined, how any

"defensive position," can "palliate" or "vindicate" the wilful false statements, on a voucher, in the opinions of honorable men. For as to this charge, if the endorsement on the voucher was true, a fraud had been committed; and though there was some irregularity, there could not be the slightest criminality, but on the contrary, great merit in thus exposing it. The whole criminality consisted in the endorsement being false, and known to be false by him who made it. And if so, surely no position of "defence," "restriction," or "restriction," could either palliate or vindicate it.

It might be asked, what position the accused was in, that placed him in any sort of constraint as to these acts, that prevented them from being purely voluntary acts, on his part—when he wrote his letter to Mr. Kendall, calculated, as that officer states, to injure Lieutenant Downing in his opinion, and to affect him in the settlement of his official accounts. Could Purser Zantzinger not as well, with the frankness and honor that becomes an officer, have authorised or desired Mr. Kendall to apprise Lieutenant Downing of the contents of what was to affect him, as to request Mr. K. to keep it secret? And the fact that he was restricted by an order, from the commission of similar acts, which he thus violated, as well as the regulations of the service, as admitted by the Court, is assigned by honorable and intelligent men as a "reason," among others, why they do not consider it criminal, and a justification for acquitting him of "insubordination" as well as "scandalous conduct," with which he was charged.

And when the accused endorsed the voucher with a note of condemnation, not of *explanation*, was he in any such state of constraint, as obliged him to write it in any thing but the truth?

For a full exposition of which, see the following letter:

WASHINGTON, March 25th, 1835.

SIR:—In order to ascertain the truth in relation to a voucher approved by me, purporting to be for contingent expenses of the U. S. schooner *Enterprise*, at Pernambuco, in June and November, 1833, as shown by my signature, upon which Purser Zantzinger has made an endorsement, or annexed a certificate, denying the facts set forth, to wit: that a pilot was used to communicate with the vessel, &c., I respectfully refer you to John T. Mansfield, Esq. consul of the United States at Pernambuco, now in Salem, Mass., being one of the firm by whom the voucher was rendered, whose statement I presume, will show the fact of, as well as the necessity for, the employment of the pilot with the launch in question at the time mentioned, caused by the state of the weather which rendered it impracticable for the boats of the schooner to carry the officers on board, among whom was Purser Zantzinger in person, with stores and baggage, and therefore could not have been ignorant of the facts which he has denied in the certificate.

I have the honor to be, &c.

S. W. DOWNING.

AMOS KENDALL, Esq. 4th Auditor.

SALEM, March 30, 1835.

SIR—I have the honor to acknowledge the receipt of your communication of the 26th instant, with the accompanying documents, to wit:—a copy of a letter from Lieutenant Downing together with a copy of a voucher in Purser W. Zantzinger's account with a note of Mr. Zantzinger appended, and requesting me to furnish a statement of the facts in relation to the case, as far as they came within my own observation and knowledge, to enable you to do justice to the settlement of that account.

Permit me to observe, that but for a previous knowledge of the circumstances, I should have been greatly astonished at seeing the note of Mr. Zantzinger, for my recollection of the circumstances which led to

the employment of the launch, &c. in question, is so fresh, and I recollect so distinctly the manifestations of his feelings on the occasion, that I thought he concurred with me in the belief that it was absolutely necessary to employ that launch for the embarkation of the baggage, stores, himself and other officers on shore.

I proceed to state to you the circumstances under which the launch was employed. On the morning of the day of his embarkation, Lieutenant Downing had apprised his officers of his intention to get his vessel under weigh in the afternoon, to proceed to Maranham, and directed that they should all embark in the forenoon. I am certain that I heard him, in my office, express to Mr. Zantzinger, his wish that every officer should be on board early in the day. He retained on shore his own boat, to take him off; but the weather in the afternoon having become quite stormy, and there being on shore a considerable quantity of baggage or stores, several persons, Mr. Zantzinger, his son, Lieut. Downing's clerk, and a midshipman, he was induced to engage a pilot to take them off in his launch. I accompanied him to his place of embarkation, and there saw him despatch his own boat, in charge of a midshipman, and saw the boat return with a large quantity of water in her. The midshipman reported that owing to the very heavy sea on the bar, it was impossible to reach the vessel, and that his boat had been nearly lost in the attempt.

Lieutenant Downing had the water bailed out of the boat, took charge of her himself, and went on board; previous to embarking, in consequence I presume, of observing some reluctance on the part of the officers to embark, he observed to them that he should get the vessel under weigh in one hour after reaching her. The launch under charge of the pilot followed him, with the officers' stores, &c.

I considered that there was some considerable danger in embarking at the time, more especially in the boat of the *Enterprise*, and used some arguments with Lieutenant Downing, to prevent him from embarking, but the reason he gave me for so doing, I considered conclusive. He said it was important for him to be on his way to Maranham, and his duty to be on board his vessel in time of danger. Mr. Zantzinger showed much reluctance to embark in the pilot's boat, perhaps on account of his son; and I recollect assuring him that he need feel under no great apprehension in entrusting himself to the care of the pilot, who I was sure would turn back rather than incur any very great hazard in passing the bar, and that he (the pilot) considered his boat a perfectly safe one. I am quite confident that Mr. Zantzinger felt he incurred great danger in going on board even in the pilot boat, and I am certain if that boat had not been employed, he and the other persons on shore would have been compelled to remain until next day. It is my belief also, that if the pilot had declined going out himself, of which he showed some disposition, Mr. Zantzinger would not have entrusted himself in the boat.

I have thus endeavored to give you a fair exposition of the case, without occupying too much of your valuable time, and regretting, as I much do, that there should have been any difficulty of this nature between the parties.

I have the honor to remain, with great esteem, very respectfully, your most obedient servant,

JOHN T. MANSFIELD,
U. S. Consul for Pernambuco.

AMOS KENDALL, Esq. Fourth Auditor.

TREASURY DEPARTMENT,

Fourth Auditor's Office, July 26, 1835.

I certify, that the foregoing is a true copy of the original, on file in the office.

J. C. PICKETT.

COMMODORE ELLIOTT AND PASSED MIDSHIPMAN BARTON.—Having some time ago, at the request of a correspondent, published a letter, censuring the conduct of Commodore Elliott towards Passed Midshipman Barton, after he was wounded in the duel with Mr. Wood, we feel bound in justice to publish the following defence of Commodore Elliott from the *New York Times*.

The American squadron in the Mediterranean has for the last eight or nine months been kept in a state of more constant and useful activity than it has been known before for years. Instead of lying in listless idleness during the winter at Mahon, with the want of occupation driving the younger officers and men to dissipation, it has been in almost continual motion, visiting all parts of that sea, with one or more vessels looking in at every principal port every few weeks, and by thus exhibiting itself constantly, sustaining the influence of our government agents, maintaining the security of our commerce and the respect due to our flag. Incessant attention has been paid to the health and comforts of the men, the ships are kept in the highest state of discipline, and the squadron is probably more efficient for its strength than it has been before since we had one in those seas. The commander is, in the words of a letter before us, "wonderfully alive to the interests of his country; he never tires, nor allows an opportunity of promoting them to escape. The strong feeling of prejudice that existed against him when he took the command, has been entirely changed, by his high-minded, liberal course, and more than one of these officers who at first declared that they would leave the squadron as soon as they could, now say they will apply for his ship when he changes his flag to the North Carolina." His care for the morals and improvement of the younger officers has been incessant, and he has taken much pains to prevent all dissipation, above all to discountenance *duelling*. His orders on the latter subject have from the first been strict and judicious, and strictly enforced. This duty and the rules of the service required.

We speak this on the testimony of officers, both those who were friends of the commander, and those who were not, and we feel the firmest conviction of the accuracy of these statements. We take this occasion to make them, because a new series is now opened of those malignant newspaper attacks upon that officer, prompted by personal and political spite, that we had occasion to notice last year. The course he found himself compelled to take in reference to a duel between two midshipmen at Smyrna is made the theme of them, and coarse and abusive epithets seem likely to be exhausted on him. Brutality, cowardice, meanness of spirit, cruelty, tyranny, &c., are imputed we see in one article alone in the *Courier & Enquirer*. It is but justice to make the facts in that case known, and the public may then judge how far censure is due to the commander.

Duelling was most strictly forbidden in the squadron, as the laws require. The *Shark* needed a midshipman, and one was detached to her from the *Constitution*—Mr. Wood. Mr. Barton, of the latter vessel, had a former quarrel with Wood, and now renewed it, prevented his being received into the mess, and determined to drive him out the ship, or out of the service, ultimately forced him in the most tyrannical manner into a duel, Wood having avoided it as long as possible. Barton was wounded in the lower part of the leg, and instead of being taken to his own vessel, as he should have been, was carried without orders or permission, to the frigate, where, at the intercession of the surgeon, the first lieutenant reluctantly admitted him on board until the commodore, who was ashore, should return.

The case presented to that officer must then have been this: a midshipman, inimical to another, resolves to drive him from the ship to which they belong, and at length forces him into a duel, in open and

daring violation of the standing and special regulations; the aggressor is wounded, is brought for his greater comfort to the flag ship. What was the commodore to do? To permit him to remain there would be to sanction his conduct, to offer a premium for duelling, to invite neglect of orders and discipline. On the other hand the surgeon declares that it may be dangerous to remove him. The commodore directs that he be removed to his own ship, lying close by—and when permission is asked afterwards to take him ashore, he grants it. This is a just statement of the case—and these are the facts upon which all the abuse of the *Courier* is founded. Now let every fair man judge for himself whether the commodore could or ought to have done otherwise than he did, and whether there was any thing of cruelty, tyranny, &c., in his course. For our parts, we think he would be unworthy of his commission, of his present important trust, if he had been capable of lending countenance to such conduct as marked this case, or overlooking such a violation of order and discipline.

We have no will to censure the course of Barton; we regret the suffering which he brought upon himself, and we are inclined to look upon it as sufficient retribution; we may rejoice too at the generous hospitality that was shown him. That was a matter of course however, among the American and European residents of Smyrna, and as to any peculiar hardship in his case, we cannot see it. He was attended for thirty-five days, until all difficulty was over, by the fleet surgeon; that he was left at Smyrna was a kindness, as the ship was far less comfortable, and for the rest, he had but an ordinary gunshot wound to endure. We publish cheerfully the letters below, bearing testimony to the noble kindness of a Mr. Stith, and we regret that the political and personal enemies of Commodore Elliott have made Mr. Barton's case an occasion for renewing their calumnies upon that officer, and thus forced out an exposition of the circumstances which otherwise would certainly have been withheld.—*New York Times*, July 23.

[The letters above alluded to were published in the last A. & N. Chronicle.]

The explanation given in this paper, a day or two ago of the affair between Midshipmen Barton and Wood at Smyrna, and of the proceedings of the Commodore in relation to it, which have been blamed as harsh and improper, was probably sufficient to satisfy every fair observer of the injustice of that censure. We should therefore not advert to the subject again, but that we have received some express testimony relating to it, with a request that it should be given to the public. It is contained in a letter from an officer of high standing and character, who joined the squadron since the occurrence in question, who is well known and universally respected in this city, and whose name, though we do not insert it here, is at the service of any who choose to enquire for it. It will be seen that the conduct of the Commodore, so far from being "cruel, tyrannical, brutal, &c." as the *Courier* has described it, was particularly kind and generous: and we trust that that paper, having made such imputations, will satisfy itself of the authenticity of the following vindication, and lay it before its readers.

It is proper to state in addition to what is given below, which we do on other authority, that the request of the fleet surgeon to have Mr. Barton on board the flag ship was made in order that he might attend him the more conveniently. It could not have been from any danger in which the patient stood; gunshot wounds in the lower part of the leg are not very serious though they may be long in healing.

* * * * * "Both before and since leaving the United States I have seen strictures in the newspapers upon Commodore Elliott in relation to the affair between passed midshipmen Barton and Wood. I was determined that whenever I joined the *Constitution*, I would enquire into the truth of the story in

order to satisfy my own mind, and find the result as follows:

"I hope, my dear Sir, that a love for candor and truth will induce you to correct the aspersions which have recently been published, and have given an undue consequence to the transaction. * * * * *

* * * * *. By some management with a launch officer, the parties got on shore, the meeting took place, and Mr. Barton as you know was wounded. By the advice of his attending surgeon he was brought alongside the flag ship and admitted at the Doctor's solicitation, although at first refused by the 1st Lieutenant. On the Commodore's return on board, the affair was reported to him, when he ordered Mr. Barton to return to his own vessel, being determined to discountenance those proceedings among his young officers—particularly upon slight and trivial grounds. The fleet surgeon was informed, that it was impossible Mr. Barton could remain on board the flag-ship, but that if he could not be comfortable on board his own vessel, he might be taken on shore, which was accordingly done, using for that purpose the largest and best boat belonging to this ship, in order that he might suffer no inconvenience from the removal. A man from the schooner was sent ashore to attend him, and the fleet surgeon requested to visit him as long as the ship remained in port. The Commodore thought from the nature of the wound that a long and tedious confinement was unavoidable, and a ship of war was no fit place for a sick man, the vessel too, being under the momentary expectation of going to sea. Every article belonging to the surgical department of the schooner, that was required for his use, was sent him, and in fact every attention paid him, that could in any manner relieve his situation. Two months' pay in advance was left him with a letter of credit upon the schooner, and he was placed under the care of Mr. Offley, the American consul—a personal and valued friend of the Commodore; with an excellent surgeon to attend him until the schooner should return and take him on board. As I said before, the Commodore is determined to discountenance duels in the squadron, particularly among the midshipmen, whose guardian he looks upon himself to be, having the care of their morals and feeling a deep interest in their future welfare, and although he discountenances duels among ourselves originating in trivial causes—he is the last man in my opinion that would wish an officer to yield a point of honor, but would rather assist him in maintaining it. As you will perceive, the charge of harsh treatment towards Mr. Barton is not, nor cannot be, sustained.

"In no ship or squadron that I have seen or heard of, have I known more indulgence extended to the officers, giving them every opportunity to visit foreign places, and travelling, and if they choose, to improve their minds by study. There are at this moment four of our officers travelling in France and Spain, but expected to join us in a few days by the Shark, daily expected from Marseilles, viz. Dr. Woodworth, a passed midshipman Drayton, midshipmen Middleton and Jenkins. Although the officers are allowed all proper indulgences, the Commodore is sensitive to all infringements of duty or discipline. There never was a ship probably, in better order or discipline than the Constitution, and the other vessels composing the squadron are all in excellent order. This seems to be universally admitted wherever we go. Make use of the information I give you, as you please—although I would not like my name to figure in print exactly, yet I hold myself responsible for its truth."—*N. Y. Times*, July 26.

From the *New York Times*, July 30.

The following letter comes to us without the name of the writer, but that does not prevent our readily giving it place, the rather as we have found reason to suspect that his statement may be correct as to our transposing the names of the parties.

Our remark that we were unwilling to censure the course of Mr. Barton, referred to the act which led to his transfer from his own ship to the Shark, and not to his controversy with Mr. Wood.

To the Editors.

Gentlemen—The writer of this has this moment seen your editorial remarks (July 23d,) preceding the republication of Mr. Barton's letter from Smyrna and its accompanying preface. There is neither the desire nor intention in this communication to cavil at, or in any way to reply to, any portion of those remarks, further than as they contain a *gross misstatement* of Mr. Barton's conduct, into which you have been doubtless led, either by misinformation, or what is more probable, by some confusion in the names of the parties; for with the interchange of the names, your statement would be nearly correct. Mr. Barton was no farther the aggressor in the affair at Smyrna, than by the *single act of his being challenger*. His opponent it was (who belonged to the vessel to which Mr. Barton had just been ordered) who showed such outrageous conduct towards Mr. B., which you attribute to him as his course towards the other; and it was this outrageous conduct which caused Mr. Barton to call out the officer (his enemy by a previous quarrel,) who had thus insulted him. You perceive the truth is the reverse of your statement.

Common justice to Mr. Barton will, the writer of this feels assured, induce you in your next paper, to rectify your "exposition of the case of Mr. Barton." Thus removing through the same channel which created it, the source of public error into which it is believed you have inadvertently led that public. You will readily admit, that whatever view you may deem proper to take of Commodore Elliott's treatment of Mr. Barton, the latter should not be the sufferer in public estimation by any misstatement arising from inaccurate information or any confusion in the story.

The facts as stated in this communication, were published in February last in the public prints, and it is believed in your own paper, the Times, among the rest. As to your remark, (predicated on your error as just noticed) that you "have no will to censure the course of Barton, you regret the suffering he has brought upon himself, and you are inclined to look upon it as sufficient retribution," the writer of this has only to say, that he committed no act as an aggressor, except that of giving the challenge, in the propriety of which he was borne out by all the officers of the squadron. He has never complained of his sufferings, as far as they arose from the wound and the surgical operations. He knew the chance game of mortal conflict, and does not now, nor did he repine at any moment, at being the loser in the affair; but he *did* and *does* complain, and *loudly* too of his sufferings bodily and mental, from a cause extraneous to either the wound or the operations, and his complaint has reached the government. Whether in this complaint he has met the sympathy of the Navy universally, and the public as universally, it is no intention of the writer here to assert. You Sir, as well as every other editor or individual, can interrogate naval officers, of all grades, and ascertain the tone of their feelings and opinions on this point.

Philadelphia, July 27, 1836.

LUCIFER MATCHES.—A gentleman of the U. S. Army bought a box of Chlorate Lucifer matches and placed them on his parlor window. On the ensuing morning, wishing to light a cigar, he took up the box, when immediately on opening it, the air rushed in, and the whole contents ignited with a slight detonation, burning his hand, and setting fire to several papers near him.

This is published solely to put people on their guard, and may account for a number of fires in this city, the causes of which have hitherto been involved in mystery. The truth of the circumstance is sure.—*New York Transcript*.

WASHINGTON CITY ;

THURSDAY,.....AUGUST 18, 1836.

In obedience to the golden rule to hear both sides, it is obligatory upon us to insert the reply of Lieut. Downing to the article, signed 'Friends of Justice,' which we copied from the United States Gazette into our paper of the 4th inst. We regret the occupation of so much space with articles of a private or controversial character, but there are times and occasions (and this seems to be one of them) when it cannot be avoided.

Orders have been issued for building at the Navy Yard, Charlestown, Mass., two brigs of 230 tons each, and at the Navy Yard, Brooklyn, N. Y., a schooner of 120 tons, for the exploring expedition. These vessels are intended to be built in the most substantial manner, and will be completed with all practicable despatch.

The honorary degree of Master of Arts has been conferred upon Lieut. F. D. Newcomb, of the U. S. Army, by the faculty of Washington College, Hartford, Conn.

Captain Geo. D. Ramsay has been appointed to superintend the construction of the arsenal in North Carolina, and the order to Captain Bradford consequently countermanded.

EDITOR'S CORRESPONDENCE.

"TALLAHASSEE, Aug. 3, 1836.

"There can be no possible doubt but that between three and five hundred Creeks have at this time a safe place of residence in the Seminole nation.

"An express from a friend of mine, stationed on the east bank of the Ocella, distant about thirty miles, states that a farm house, owned and occupied by a Mr. Croker, was burnt a few days since. The Indians killed two young men, and took a young lad, 13 years of age, a prisoner; the mother has not been heard from, and in all probability has shared the fate of her two sons. The Indians (in number about thirty) were attacked and repulsed, leaving their packs and baggage; in their hurry, the boy escaped, owing to the thickness of the hammock into which they were driven.

"Every day brings some new intelligence of the same doleful character. The climate with the immense hammocks, acts very much against us. Sickness prevails at every post to an alarming degree, and nearly one half are down. Even in our own city we suffer much."

ARRIVALS AT WASHINGTON.

Aug. 8—Capt. G. D. Ramsay, Ord., T. Munroe's.

9—Gen. J. R. Fenwick, Gadsby's.

Capt. H. A. Thompson, 4th Art. Gen. Gratiot's.

10—Lt. A. P. Allen, 3d Art. Mrs. Ironsides'.

13—Lt. E. A. Capron, 1st Art. Mr. Barnard's.

Lt. C. C. Daveiss, 5th Inf. Gadsby's.

Lt. D. Leadbetter, 1st Art.

LETTERS ADVERTISED.

WASHINGTON, Aug. 15, 1836.

ARMY.—Major Felix Ansart 2, Capt. J. J. Abercrombie, Lt. R. T. P. Allen, Lt. J. E. Blake, Capt. A. Canfield 3, Lt. R. S. Dix, Lt. E. French, Lieut. T. H. Holmes, Major E. Kirby, Cadet T. L. Ringgold, Capt. I. P. Simonton, Lt. Sibley.

NAVY.—Mid. R. M. Harvey.

MARINE CORPS.—Capt. James Edelen, Lt. D. C. Powers, Lt. J. G. Williams.

COMMUNICATIONS.

THE ARMY.

MR EDITOR:—A correspondent of yours, on the 20th of June, complains of the neglect shown to the army by Congress in regard to their pay, and the favor shown to the staff who are on the spot and can attend to their own interests. He might have gone a little farther and shown, that the army is used as a mere machine for the accommodation of the staff. We have seen two staff officers and one Territorial Governor selected to command regular troops in the field, without the sanction of law to authorise it. The gentlemen of the line of the army may now labor in preparing the troops for service, and so soon as they take the field, in steps a staff officer to deprive them of the command.

Let it be enquired into, and let it be ascertained whether the legislative department of the Government contemplated (at the time the law passed, creating the staff,) that those gentlemen should command the army. I presume no such thing was intended, or thought of by any one; but now, without the sanction of legislation, we have an army subordinate to the staff, not (as it should be) a staff subordinate to the army.

Another ground of complaint might have been mentioned by your correspondent. Although some opportunities have recently offered of giving promotion to officers, many of whom have grown gray in the service, yet citizens have been selected, and the old officers passed by: in fact it may easily be seen, that every effort is making to reduce the standing and respectability of the army to the lowest ebb.

The members of congress seem to think us unworthy of their attention; and to whom can we appeal for redress? The effort made at the commencement of last session, for the increase of pay, was sanctioned by the President and Secretary of War, and in fact, was noticed in the message at the opening of Congress. Where then are we to look for this foul spirit, which seems to act behind the scenes, and to act with such powerful influence, as to prevent justice being done to us?

EQUAL RIGHTS.

August 4, 1836.

FRENCH COFFEE.

Some thirty years ago, when the United States Military Academy was in its infancy—before mischief had given place to mathematics, quizzing to ethics, and infinite fun to infinite series; in those halcyon days, when police was a trifle unworthy the notice of a gentleman; discipline a bugbear, but not a thing to be enforced; when the science of mineralogy was no further pursued than in the choice of suitable stones for quoits, and botany was only studied among the branches of the lofty cherry trees, which garnished the front of "Old Snowdon's Quarters," and ornamented Washington's romantic valleys; when more attention was given to drawing a cork than a plan, and Masson's French was less heeded than his attempt to speak English; when Cadets were too scarce to be worked up into ramrods on parade, and worked down to rag-babies on drill; when a "master of the sword" was sought for, but not found, and when quarters were like "angel's visits, few and far between;" and a "steward" an unknown thing;—in those happy days, we say, some half a dozen of the cadets (there were few more at the Point at that time) became displeased with 'Black George's' boarding, notwithstanding the charms of his youthful daughter, and manfully resolved to establish a mess on their own hook, and club together to keep a bachelor's hall in style.

"Old Hamilton," an Irishman and an invalid soldier, who was retained in the pay of the Government to compensate him for his wounds, and who acted in

the capacity of waiter to the 'young gentlemen,' was called upon to discharge the important functions of 'steward' cook, and bottle-washer for the mess. Poor Hamilton! the turf now rests upon his head; but then, while he did live and move among men, no one of the blundering sons of 'Green Erin' ever made more or better practical bulls.

Cadet De R——y, a young French gentleman, like all his countrymen, was particularly fond of a cup of good coffee, and in this respect at least, he was determined not only 'to rule the roast,' but the boiling too. The unsophisticated youths of the West Point mess were to be astonished with a dish of the precious beverage, made after the most approved Paris method, and the weak bohea of the time forever discarded.

"Hamilton," said De R. one morning at the mess table, "when you next make coffee, instead of putting the coffee grounds loose into the pot, as you have been accustomed to do, enclose them in a bag first, and then be sure to boil them an hour at least. Do this always, and we shall never fail to have a good, clear, strong cup of coffee."

"Yes, your 'onor," replied Hamilton.

The next morning, however, notwithstanding the minute directions of De R., the coffee tasted (all said) peculiar, and some almost swore that it was confoundedly bad; and the cups remained full.

The presence of Hamilton was required.

"Hamilton, the coffee tastes very badly this morning: was you careful to follow my directions in making it?"

"Yes, plase your 'onor."

"What can make it taste so, then? Are you sure you used clean water?"

"Just cool from 'Old George's spring,' your 'onor."

"What sort of a bag did you use to boil the grounds in?"

"Bag!—why, plase your 'onor, I could'nt find any sthuff to make a very good bag wid, but I picked up a part of an 'ould' stocking about, and tied it at one end, and boiled it in the coffee!"

"The devil you did!" was the exclamation of the mess—and we came away. But ere we had gone far, we heard a variety of noises, much resembling, as it appeared to us, the operations of emetics; and the memory of De R.'s French coffee will remain long after the ruins of Fort Putnam will have crumbled into their original dust.

[We have a very strong impression of having seen the foregoing in print; at any rate the story is not new to us.—*Editor.*]

DOMESTIC INTELLIGENCE.

From the Milledgeville Recorder.

THE CREEK INDIAN WAR.

On the afternoon of the 24th ult. 98 men under the command of Capt. Calhoun, had an engagement with from 250 to 300 Indians, ten miles from Roanoke, on the Lumpkin road. Five of our men were killed, and 15 wounded.

The Indians were (of course) making their way to Florida. Gen. Sanford, upon the reception of the above express, ordered all the disposable force at Columbus in pursuit.

Gen. Sanford commands in person this detachment. By a letter from one of his staff, we learn that on the 20th, (the date of the letter,) himself and staff were at Lumpkin, with a part of the troops; and that they were determined, if necessary, to pursue the Indians even to Florida.

We understand from the same authority, that on the day before, the 25th, the Indians were engaged by Capt. Jernigan about 18 miles below Lumpkin. He lost 3 men killed and 7 wounded, one mortally. The enemy (the same body engaged on the 24th by Capt.

Calhoun,) made but slow progress. The last fight cost the Indians some 25 or 30 men killed. General Sanford expected soon to overtake them.

Since writing the above, we learn by a respectable gentleman who arrived this morning from Columbus, that on Wednesday, (the 27th,) Capt. Jernigan again engaged the Indians about 20 miles below Lumpkin. He had been reinforced, and followed the Indians to a swamp. It is reported they boldly came out of the swamp, cursed Jernigan and his troops, taunted them to show themselves men, and come into the swamp and take what they called a fair fight. No sooner said than done. Into the swamp went Jernigan and his men, and at it they went. How long the fight lasted, we are not told; but it may be judged in some degree by the result.

Upon the Indians giving ground, forty of their number were found by Jernigan to have fallen. It is reported that there were probably as many more taken prisoners. The Indians were, at our last accounts, still in the swamp, and Gen. Sanford's force had arrived soon after the battle. Captain Jernigan's loss is stated to be five or six killed, and eleven wounded.

SEMINOLE WAR.

SAVANNAH, August 6.

LATEST FROM THE ST. JOHNS.—The steam packet George Washington, Captain Nock, arrived yesterday afternoon from Jacksonville. By this arrival we learn that a detachment of fifteen men, commanded by Lieut. HERBERT, U. S. A. on Friday of last week landed at the mouth of Black Creek near the Steam Mill, where they encountered a party of Indians, estimated at forty or fifty in number, and a sharp skirmish ensued, in which seven of Lieut. H's detachment were wounded, two or three badly. None of his men were killed. Several Indians were seen to fall; and two, it is certain, were killed. Lieut. H. garrisoned the mill and was thereby able to contend with more advantage. As his men were wounded, they were sent on board the steamboat Essayons near at anchor, (from which they had landed) and he did not embark in his boat, until all the ammunition was expended. The Essayons, from which several shots were fired at the Indians, and with effect, received *nineteen* balls through her bulwarks, one of which wounded a colored man on board, passing through the calves of both legs.

The Indians we learn, have since burnt the mill. They have also destroyed, with fire, Mr. Travers' place, above Jacksonville. An express was sent immediately after the above skirmish to St. Augustine, whence a company arrived next morning, and scoured the country for some distance, but did not succeed in meeting the enemy. Their trails were observed, and a scalp found, which was dropped by an Indian.

A company of thirty mounted men from Nassau county arrived at Jacksonville on Wednesday last and left next day for Black Creek and Fort Drane.

We are gratified to learn that Lieut. Spalding and Dr. Wilson, for whose safety some fears were here entertained, had arrived at Fort Drane.—*Georgian.*

From the Globe, August 10.

We publish the official report of the battle of Welika Pond, near Micanopy, received yesterday at the Adjutant General's office, being a copy of Lieutenant Maitland's (3d Artillery) report, forwarded by him to the Governor of Florida.

FORT DEFIANCE, MICANOPY, }
19th July, 1836. }

SIR: In obedience to your instructions to evacuate the post at Fort Drane, if the commanding officer, in exercising a sound discretion, should deem it necessary, I have the honor to report that the commanding officer, Captain Merchant, of the 2d regiment of ar-

tillery, in consequence of the large and increasing sick report, determined to remove the troops to this place. The movement commenced this day at eight o'clock, consisting of twenty-two wagons, loaded with commissary and quartermasters' stores, with an escort of a detachment of twenty-six dragoons of the 2d regiment, under the command of Captain Ashby, and thirty-six men detailed from the different artillery companies at the post; also a five-and-a-half inch howitzer, under the charge of Lieutenant Whitby, 2d artillery, making a force of 62 men. On our arrival at the We-li-ka Pond, within one mile of this place, the discharge of several rifles apprised us of the presence of the enemy. Captain Ashby immediately went with his dragoons in the direction from which the fire was delivered, and scoured the neighboring hammocks, without finding the enemy. It is proper to state here, that in the first fire, private Holmes of the dragoons was dangerously wounded in the abdomen, (since dead.) Proceeding on our route opposite a long hammock, within a quarter of a mile of Micanopy, we were attacked by a body of Indians estimated, from what we saw of them, and from their firing, to be about 250 strong. The firing commenced near the front and on the right of the train, and was continued through its whole length, a quarter of a mile. The men returned the fire with spirit and promptness. During the engagement, Capt. Ashby, (who, I regret to say, was, soon after the commencement of it, severely wounded, but refused to leave the field until loss of blood compelled him,) finding the enemy in great strength, and pressing on us, despatched a dragoon to this place for a reinforcement. On his way, he met two detachments under Lieuts. Temple and Talcott, 31 strong, on their march to assist us. They arrived at an important moment, and did us good service. Lieutenant Temple reached us, having scoured, on his approach, a point of hammock from which the enemy had very much annoyed us. As soon as Lieutenant Temple and his command had taken their position in line, Captain Ashby ordered a charge in the hammock, which was instantly executed, and the Indians driven beyond the reach of our fire. During this time, Lieutenant Talcott was actively employed in removing the wagons in their direction to this place.

Of the good conduct and courage of the troops, it is sufficient to say that *every man did his duty*.

My gallant commander, Captain Ashby, distinguished himself by his courage and activity, and did not leave the field, even after having received a severe wound, until feebleness, from loss of blood, made it absolutely necessary.

1st Lieut. Temple, 3d artillery, rendered the most essential service by his timely arrival from Fort Defiance, and the gallant manner in which he charged the hammock. Lieut. Whitby, who had charge of the howitzer, served it in the most efficient manner and, from his prominent position, was a mark for the enemy, which drew a sharp fire on him, and disabled several of the men.

I regret to say assistant surgeon Weightman received a severe wound in his left thigh.

Serjeants Smith Johnson, of company D, 2d dragoons; Smith, company F, 1st artillery; Hall, company I, 3d artillery; Peterson, company I, 3d artillery; Baydon, company H, 3d artillery; all distinguished themselves by their courage and good conduct in discharging the duties that devolved on them.

Report of the killed and wounded at the battle of We-li-ka, East Florida, 19th July, 1836:

Dangerously wounded,	5	(two since dead)
Severely do	5	
Slightly do	1	
Total	11	

From our well-directed fire, we no doubt killed and disabled many of the enemy; but, as is usual, they

carry them off to the dense hammock to which they retreated.

We had three horses killed in the field, and several severely wounded.

I have the honor to be, sir,

Very respectfully,

Your obedient servant,

W. S. MAITLAND,

1st Lieut. commanding.

General ROGER JONES,

Adj. Gen. U. S. A., Washington.

We ought to have stated in our last, that Lieut. Colonel Crane, U. S. A., had arrived; and had assumed the command of the post at St. Augustine. And it gives us pleasure to add, since that event, the most active and intelligent means have been used to protect the small remnant of inhabitants and property that have been left unscattered and undestroyed.

Under his order, a most satisfactory disposition of the forces east of the St. Johns has been made, and all the remaining settlements rendered perfectly safe.

A detachment of ten men is stationed at Pablo, and another of the same number is placed at St. Johns Bluff. These are a part of Capt. Curry's company, under command of Lieut. Sammis. Captain Curry, with the rest of his company, remains at Mandarin. The force at Hanson's is sufficient to secure that important settlement.

A company of volunteers, 60 in number, from Georgia, and forty recruits, sailed from Jacksonville on Wednesday, for Garey's Ferry.

Several fires, supposed by some to be signal fires of the Indians, have been seen on the opposite side of the St. Johns, a short distance south of Picolata, several days back.

A detachment of 15 men, of Captain Phillips' company of volunteers, have been stationed at Hanson's plantation, under command of Lieut. Levy.—*St. Augustine Herald*, July 30.

ST. MARKS, July 17—U. S. steamer American, Lt. Johnson, commanding, started for the Ocklockonee river, to cut off the retreat of Indians said to be in the neighbourhood of Shelton, but encountering a severe storm while attempting an entrance of that river, she met with some damage which caused her to return the same day.

NAVAL.—A letter from a gentleman attached to the U. S. ship of war Peacock, dated Batavia, Feb. 16, 1836, gives the following list of officers on board at that time.

E. P. Kennedy, Esq. Commodore.

C. K. Stribling, Master Commandant, acting.

Lieutenants—G. N. Hollins, 1st; Wm. Green, 2d; C. C. Turner, 3d; Murray Mason, 4th; S. W. Godon, 5th, acting.

Fleet Surgeon—W. S. W. Ruschenberger, M. D.

Assistant Surgeon—David Harlan, M. D.

Purser—R. R. Waldron, Acting.

Masters—J. Weems, 1st Acting, Jacob Caldwell, 2d do.

Passed Midshipmen—W. R. Taylor; B. S. B. Darlington.

Midshipmen—E. S. Hutter; W. S. Drayton; G. W. Chapman; J. Contee; H. Cadwalader; R. D. Izard; S. B. Lee; L. McLane.

Captain's Clerk—John Clare. Boatswain—V. R. Hall, Acting. Gunner—A. S. Lewis. Sailmaker—James Ferguson.

The Peacock sailed from Rio de Janeiro on the 12th July, 1835, and crossing the South Atlantic Ocean, doubled the Cape of Good Hope and ran through the Mozambique channel to the Island of Zanzibar, where she anchored on the 2d of Sept. On the 8th she again sailed. On the 21st got ashore in the Gulf of Mazeira and got off again on the 25th. On the 29th an-

chored at Muscat, and sailed for Bombay on the 10th October, where she arrived on the 24th; there she found the U. S. schr. Enterprise, Capt. A. S. Campbell. On the 26th, the ship was received into dry dock and damages repaired. On the 4th December she got under way, and steering along in sight of the coasts of Hindostan, doubled round Cape Comorin; and on the 15th anchored in the Roads of Colombo, Island of Ceylon. On the 24th sailed from there and crossing the Equator for the third time since leaving the United States, passing through the Straits of Sunda on the 11th January, and anchored at Batavia on the 12th.

She was to sail from there on the 17th February, supposed for Siam — *N. Y. Courier*.

DOMESTIC MISCELLANY.

From the Erie, Pa. Gazette, August 4.

DINNER TO LIEUT. BROWN. Mr. Brown, the superintendent of the public works on the Lake, having been ordered to the south on other duties, the citizens of this place resolved to tender him a public dinner, as a testimonial of their respect for his indefatigable and valuable services while on this duty. At a public meeting held for the purpose, a committee was appointed to wait on Mr. Brown and tender the invitation in behalf of the citizens. The invitation was declined on account of pressing public duties. We submit the correspondence on the subject. Mr. Brown will carry with him the universal respect of this community for his character both as an officer and private citizen.

ERIE, PA., July 28, 1836.

LIEUT. T. S. BROWN, U. S. Engineers.

SIR:—At a public meeting of the citizens of Erie, convened at the Mansion House last evening, it was resolved to tender you a public dinner as a mark of respect for your important services as a public officer while on this station. The subscribers were appointed a committee to communicate this invitation on behalf of the citizens, and to express their regret that the Government had not permitted you to remain in charge of the works on the Lake, where your services have been so highly beneficial and satisfactory. We hope your time, and other duties, will permit you to meet our fellow citizens at a public dinner, which will be prepared at such time as will suit your convenience.

Joining with our fellow citizens in their high respect for your personal character, and their best wishes for your success and happiness in your new duty, we subscribe ourselves,

Your most obedt. servants,
RUFUS S. REED,
P. S. V. HAMOT,
DANIEL DOBBINS,
WILLIAM KELLEY.

ERIE, PA., August 1, 1836.

To Rufus S. Reed, P. S. V. Hamot, Daniel Dobbins, and William Kelley, Esquires.

GENTLEMEN:—Your letter of the 23th of July, which I had the honor this morning to receive from you at a personal interview, has excited on my part the liveliest sense of gratification. So distinguished a mark of respect and regard, coming so unexpectedly from such a source, naturally creates, along with a consciousness of want of desert, a feeling of gratitude to the community by whom it is bestowed. To have conducted myself in my official relations with the citizens of Erie in such a manner as to draw from them this flattering testimonial of esteem and confidence, will ever be to me a source of just pride, and my satisfaction is still further increased by the re-

flection that in all my acts my only object has been to conform strictly to the requirements of duty.

My engagements are of such a nature, and my orders are so imperative to use all practicable despatch, that I feel under the necessity of declining the honor of a public dinner, which on behalf of the citizens of Erie you have tendered me.

In communicating through you to the members of the public meeting of which you are the representatives, my unfeigned thanks for the honor they have done me, allow me to express to you individually, my acknowledgment for the kind and flattering terms in which your communication is couched, and to add my earnest wish that the future and now well assured growth and prosperity of Erie, may be productive to each of you, of benefits proportioned to the large interest which you have in its welfare.

I am, with great respect,

Your obedt. servant,

T. S. BROWN,

Lieut. U. S. Engineers.

NAVAL.—The new hermaphrodite brig of war Porpoise, started from the navy yard yesterday forenoon, for the purpose, as we believe, of proving her sailing qualities, and having on board Com. Downes and a party of ladies and gentlemen. The wind coming ahead and light, she anchored above the fort before noon; but afterwards got under way on the ebb tide and worked down until off the west end of Lovell's island, where in consequence of the lightness of the wind and the force of the tide, she was swept upon what is called "seventy four" rock. She caught near the stern, and the tide being still ebb, remained at sunset, her bow being a float. In the meantime, a lighter was sent to her assistance, which the telegraph reported alongside at 7 P. M. The revenue cutter Hamilton also proceeded to her, and as the wind continued light she probably got off when the flood tide made, soon after sunset, without sustaining any injury of consequence.—*Boston Daily Advertiser*.

SHIP COLUMBUS.—It is stated that the United States ship of war Columbus, is to be taken into the dry dock at Charlestown Navy Yard, and thoroughly repaired. The Columbus is probably one of the worst models in the service, and a dull sailer and unmanageable in heavy weather, owing to her fulness aft. If we mistake not, this ship once arrived in port with the loss of her rudder, owing to the above causes. Such a ship is not deserving of repairs—she will do well enough for a receiving ship or a sheer hulk, and would doubtless do her duty in regular line of battle, but is not calculated, on a cruise, or in a single engagement, to promote the interests of the country, or place a wreath of victory on the brows of our gallant officers.

The ribs in the Columbus are perfectly sound—and it is for this reason, probably, that she is to be repaired. This, however, is poor economy. We want in the United States navy, no such ships as the Columbus. Our public vessels, in beauty and utility, should be second to none in the world; and while we can build such vessels as the Pennsylvania, the Independence, the United States and the Constitution, it will be well to let the Columbus lie at her mooring, or sell her to the Canadians for a huge timber ship, the thing on earth which she most resembles.—*Boston Mercantile Journal*.

From the Boston Centinel.

Extract of a letter from an officer of the U. S. Navy, on board the ship Erie—dated Buenos Ayres, June 10, 1836.

"One of the most important things that occurred while we were in Rio, was the arrival of an American brig under jury masts. One of the passengers

(who is now on board this ship as Secretary to the Commodore) gave me the particulars of her being dismasted. She was bound to Monte Video, and when within a few days sail of her port, at about three in the afternoon, a water spout was observed at a short distance to leeward; every thing was taken in, to the top-sails, and they were lowered on the caps. 'In a few moments,' he states 'it was close aboard, and passed at the distance of twenty feet astern, with a rushing sound louder than the roaring winds. As it passed the brig's masts were slowly and gradually inclined to the water, until she was completely capsized.' Fortunately every body was on deck at the time, and got upon that side of the vessel above water. They cut away her masts, and she righted full of water. It blew fresh for four days and she lay with the sea washing over her. During this time, one or two vessels passed without noticing them. As soon as it fell calm, they pumped out the water, rigged jury masts and made the best of their way to Rio. It is a little remarkable, that on the same afternoon the brig was capsized, we were by our log book about sixty miles from her latitude and longitude, and saw a water spout pass at about a mile from us."

From the Augusta, Geo., Chronicle.

RICHMOND BLUES.—At our request, we have been permitted to publish the following extract of a letter from the Adjutant General of the United States army, to Capt F. M. Robertson of the Richmond Blues, and have no doubt it will be read with much pleasure by each one of our citizens:

ADJUTANT GENERAL'S OFFICE,
Washington, June 4th, 1836.

Sir.—I have the pleasure to acknowledge the receipt of your communication of the 19th May, transmitting the muster rolls of the Richmond Blues, and a copy of Gen. Clinch's order of discharge.

I take this occasion to express to you the entire satisfaction of the Department with the very high testimonials of handsome service, rendered by the very efficient company which you commanded, during the Seminole campaign, as expressed by the Generals, and other brother officers, with whom you have been associated in Florida.

I am, sir, very respectfully,

Your obedient servant,

R. JONES, *Adj't. Gen'l.*

Captain F. M. ROBERTSON.

We had the pleasure, a few weeks since, of visiting the Naval Lyceum, at Brooklyn, opposite New York, and were surprised at the valuable and various collections, which are there treasured up, for the inspection of every friend of the navy, who may be properly introduced. Two large apartments, one above another, open in the middle, the central section of the upper one exhibiting a fair view of the lower, being surrounded by a balustrade, are crowded with curiosities and works of art of every description, the results of private and public donation. A volume would scarcely do justice to the entire collection. The mineralogical and entomological departments are particularly well stored. The actual costumes of different nations, and implements of war and peaceful pursuits belonging to them, are of great variety. Among other curiosities, a state paper of Napoleon, when he was first Consul of the Empire, with his signature attached, repaid our special attention. A bust of Washington, by Greenough, executed at Florence, is admired by every observer. The library is comparatively large, and abounds with many excellent volumes.

The Lyceum is worthy of all approval, and we trust that every high minded citizen, who regards with the proper spirit, one of the most honorable branches of our national service, will contribute to its stores. So numerous already have been the tributes tendered to this institution, that the rooms are

already too small for their reception; and a new edifice will soon be required as a depot for those which are to come. Those who visit the Lyceum properly commended, we speak from experience, will receive from the officers of the Brooklyn station, and others, every attention.—*Philadelphia Gazette.*

HURRICANES OF THE ATLANTIC COAST.—A very valuable article on this subject, by Wm. C. Redfield Esq., of this city, with a map illustrating the course of a great number of hurricanes in past years, is contained in the Naval Magazine for July. It is, with some additions, the same article which appeared in a late number of the London Nautical Magazine—Mr. Redfield having first communicated it to that Journal. We are well satisfied that he has got the right of this difficult subject; and in short, that he has done more to elucidate the laws of hurricanes on this coast, than any or all who have preceded him.—*New York Journal of Commerce.*

A report of the Managers of the Port Society of the city of Boston and its vicinity, assigns the following as the principal causes of the low condition of seamen: the first of these causes is the gradual and disproportionate increase of foreign, without an adequate and successive supply of native American seamen. Another cause of the deterioration of seamen as a class, they think, may be found in the present prevalent system of shipping crews by means of shipping masters. The third and greatest cause of this evil lies mainly, according to the views of the report, in the landlord and boarding house system. Many almost incredible facts, in regard to the corruptions of these boarding houses in Boston, are revealed in the report.

We notice the arrival at St. Marks, of the U. S. steamer under the command of Lieut. Howison. It is not improbable that, as General Call still adheres to his determination to make a summer campaign against the Seminoles, all the steamboats which were intended to operate against the Creeks, will now be despatched to the peninsula to be used in the Suwanee, Withlacoochee &c.—*Pensacola Gazette, July 23.*

ELDERLY MIDSHIPMEN.—In the course of a discussion in the British House of Commons respecting the expediency of a general promotion in the Navy, it was stated by Captain Pechell, that he knew some midshipmen who were grandfathers.

MILITARY.—The official Military Journal (of France) contains a numerous series of ministerial decisions.

A decision of the 5th June regulates the manner in which mustaches are to be worn in the different corps of the army. Some doubts having arisen as to the manner of wearing them (mustaches) in the army, to take away all uncertainty in this respect, and to maintain besides a perfect uniformity, the Minister of War, upon the advice of a committee of infantry and cavalry, decided on the 18th of May that the mustaches should be cut uniformly, upon a level with the upper lip, extending, without being discontinued, the whole length of the lip, and to stop, however, at the corners of the mouth.—*Journal du Havre.*

SELECTED POETRY.

TO THE SEA.

I love the sea—the deep, unfathomed blue,
With nought but billows and the sky in view;
The bounding bark, of strength and fleetness proud,
And the dark shadow of the passing cloud.

I love the sea—when comes the crimson ray
Of sunset, streaming o'er the liquid way:

When shadowy twilight on the water falls,
And from on high the wild, free sea-bird calls.

I love the sea—its rocky, wave-washed isles,
Where moonbeams sleep, and where fond nature smiles ;

The sail that passes like a shadow by,
When night's dark curtain shrouds the sea and sky.

I love the sea—the breeze, that from its home,
Comes o'er the waters, whitening into foam ;
The spray that glitters in the moon's pale light,
From the dark vessel in her onward flight.

I love the sea—e'en when across the sky,
Quick as thought, the swift-winged lightnings fly
When thunders roll—and, like a misty veil,
The white sail shivers in the rising gale.

I love the sea—its boundless wastes of foam,
The landsman's terror, and the sailor's home ;
In storm or sunshine, wild, resistless sea,
My heart's deep homage shall be paid to thee.

From the Cincinnati Whig.

LINES,

Written in an Album by an Officer of the U. S. Army,
TO JULIA.

List maiden, to the friend who weaves
The first poetic wreath to deck
This beauteous volume, whose bright leaves
Are yet unsullied by a speck !
Oh ! mark him well, for maiden thou,
So spotless, beautiful and bright,
Art like this Virgin volume now :
But what ye'll both be—time must write.

Oh ! could that friend's fond prayer be heard,
Thy book of life, as well as this,
Should not contain one gloomy word,
But be replete with love and bliss ;
And thou should'st in a green old age,
When retrospection views them o'er,
Cull sweets from every beaming page,
Replete with mingled love and lore.

But maiden, it may not be so ;
For what, alas ! is life, at best,
But mingled scenes of joy and woe :
Now wholly wretched, now half blessed ;
And at mortality's near close,
When every thought on Heaven is bent,
How few enjoy the calm repose,
Attendant on a life well spent.

Time soon these snowy leaves will stain
With feelings, thoughts, hopes, wishes, fears ;
Some traced in mirth, more traced in pain,
Those wreathed with smiles, these bathed in tears ;
So in man's book of life 'tis willed
That lights and shades alternate blend,
Till the last leaf be fully filled,
And death's cold hand affix—"THE END."
Cincinnati, April, 1828. G.

ARMY.

ADJUTANT GENERAL'S OFFICE,
Washington, August 11, 1836.

GENERAL ORDER, } No. 54. }

The resignations of the following named officers have been accepted by the President of the U. States, to take effect at the dates set opposite to each respectively, to wit :

Captain J. Rogers, 6th Infantry, 31st July 1836.
1st Lt. F. L. Dancy, 2d Art., 11th Sept., 1836.
2d Lt. H. P. Van Cleve, 5th Inf., 11th Sept., 1836.
2d Lt. W. H. Pettes, 1st Art., 11th Sept., 1836.
2d Lt. J. L. Davis, 4th Art., 11th Sept., 1836.

By order of MAJ. GEN. MACOMBE,
ROGER JONES, *Adj't General.*

RESIGNATION.

1st Lieut. E. B. White, 3d Art., 13th August.

NAVY.

ORDERS.

Aug. 8—Mid. F. E. Baker, West India squadron.
George May, of Washington, D. C. is appointed an acting Purser for the cruise, and ordered to the Brig Porpoise.

The order to Sailing Master J. Carlton, for duty at the depot of nautical instruments, is revoked.

Schr. Grampus sailed from Pensacola for Tampa, Bay on the 30th July, to relieve the Concord.

Ship Boston, Capt. Dulany, at St. Thomas on the 30th July, to sail for Pensacola about 10th Aug. Officers and crew all well.

RESIGNATION.

Luther L. Creecy, Midshipman, 10th August.

REVENUE CUTTER SERVICE.

Levi C. Harby reinstated as a first Lieut. to date from 5th July last, and ordered to the cutter Dallas.

John O. Wilson appointed a third Lieut., and ordered to the cutter Dallas.

John L. Barker appointed a third Lieut., and ordered to the cutter Vigilant.

Third Lieut. J. S. S. Chaddock, ordered to the cutter McLane, in place of Lt. R. Millen, who is on leave of absence.

ARMY REGISTER.

JUST PUBLISHED, and for sale at this office, A REGISTER OF THE OFFICERS OF THE ARMY OF THE UNITED STATES: Corrected, to this date, at the Adjutant General's office.

Price twenty-five cents.
August 18.

WHITE OAK AND YELLOW PINE PLANK STOCKS.

NAVY COMMISSIONERS' OFFICE,
8th July, 1836.

SEALED PROPOSALS, endorsed "Proposals for Timber," will be received at this office until three o'clock, P. M. of the thirty-first of August next, for the following timber :

No. 1. For 40,000 cub. ft. white oak plank stocks.
" 40,000 do. yellow pine do.

To be delivered at the Navy Yard, Charlestown, Massachusetts.

No. 2. For 40,000 cub. ft. white oak plank stocks.
" 40,000 do. yellow pine do.

To be delivered at the Navy Yard, Brooklyn, N.Y.

No. 3. For 20,000 cub. ft. white oak plank stocks.
" 20,000 do. yellow pine do.

To be delivered at the Navy Yard, Philadelphia.

No. 4. For 100,000 cub. ft. white oak plank stocks.
" 100,000 do. yellow pine do.

To be delivered at the Navy Yard, Gosport, Va.

The plank stocks must average 45 feet in length, and none of them must be less than 35 feet long. The white oak plank stocks must square not less than 14 inches at the but, and may square *one fourth* less at the top. The yellow pine plank stocks must square not less than 14 nor more than 16 inches at the but, and may square *one-fifth* less at the top.

At least one-fourth of the quantities of each kind of timber embraced in any offer, and any contract predicated upon such offer, must be delivered on or before the first day of June, 1837, and the remainder on or before the first day of December, 1837.

Offers will not be received for a less quantity than 5000 cubic feet. The proposals must be separate for each navy yard, and a separate price per cubic foot must be stated for each kind of timber; and the commissioners of the navy reserve to themselves the right of accepting any one or more of several offers, should more than one be made by the same person.

The timber must have been felled or girdled between the twentieth of October and the 20th of March

next preceding the delivery at the respective navy yards. The white oak timber must have grown near to salt water or within the influence of the sea air, and the pine timber must be of the fine grained, long leafed, yellow pine variety; all of which must be proved to the satisfaction of the commandants of the respective navy yards.

The whole of the timber must be of the best quality, free from injuries or defects, subject to the inspection and measurement of such persons as the commissioners of the navy may direct, and to their entire approbation.

Two good and sufficient securities will be required for the faithful performance and within the time specified, of the contracts to be made, and as additional security ten per centum will be withheld from all payments on account thereof, not to be paid until the contracts are complied with in all respects, and to be forfeited to the use and benefit of the United States, in the event of failures to complete the deliveries within the prescribed periods.

Ninety per centum will be paid on all bills for deliveries, agreeably to the stipulations of the contracts to be made, within thirty days after their approval by the commandants of the respective navy yards.

July 14—td

BEEF AND PORK FOR THE YEAR 1837.

NAVY COMMISSIONERS' OFFICE,
7th July, 1836.

SEALD offers, endorsed "Offers for Beef," or "Offers, for Pork," as the case may be, will be received at this office until three o'clock, P. M., of the twenty ninth day of August next for furnishing and delivering, free of all cost and charge to the United States, 8,400 barrels of Navy Beef, and 8,400 barrels of Navy Pork, each barrel to contain 200 pounds nett weight of beef, or of pork; 2,800 barrels of the beef, and 2,800 barrels of the pork must be delivered at each of the navy yards, Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, respectively.

One-fourth of the quantity of beef and of pork deliverable at each of the said navy yards, must be delivered on or before the fifteenth day of December next, and the remainder must be delivered between the fifteenth day of December next and the fifteenth day of May, 1837.

The beef must be packed from well fattened cattle, weighing not less than six hundred pounds nett weight. All the legs and leg rounds of the hind quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore quarters must be wholly excluded from the barrel, and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The pork must be corn-fed and well fattened. All the skulls, feet, and hind legs *entire*, must be excluded from the barrel, and the remainder of the hog must be cut in pieces weighing not less than six pounds each: not more than three shoulder pieces and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said beef and pork must be slaughtered between the dates of the acceptance of the respective offers and the periods of delivery, must be thoroughly salted or struck with the best quality clean, coarse, Turks Island, Isle of May, or St. Ubes Salt, and no other, and after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner, it is to be packed with a sufficient quantity of the same quality of salt and five ounces of pure saltpetre, pulverized: the salt used in the striking must be carefully separated from the pieces, and the pieces must be drained or placed on inclined boards, and suffered to remain in that state for some time before the pieces are put in the barrel.

The barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, and an iron hoop at least one inch in width must be put upon each chine, for additional security against leakage by, and at the expense of, the respective contractors. Each barrel must be branded on its head "Navy Beef," or "Navy Pork," as the case

may be, with the "Contractor's name," and the "year when packed."

The beef and the pork will be inspected by the inspecting officers at the respective navy yards, and by some "sworn inspectors of salt provisions," who will be selected by the respective commanding officers; but their charges for such inspections must be paid by the respective contractors, who must likewise have the barrels put in good shipping order, to the satisfaction of the commandants of the respective yards, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly in separate offers for the beef and for the pork, and for each of the places of delivery, covering all their expenses and charges; the names and residences of the sureties offered must be specified, and sufficient and competent evidence of the willingness of the individuals named to become sureties, and of their responsibility as such, must be furnished, and must accompany the respective offers.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made, as collateral security for the due and faithful performance of the respective contracts; which will, on no account, be paid, until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the provisions shall have been inspected and received, and bills for the same approved by the commandants of the respective navy yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel, are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen the engravings, can obtain them, on application at this office.

July 14, td

LIVE OAK TIMBER.

NAVY COMMISSIONERS' OFFICE,
8th July, 1836.

SEALD proposals endorsed "Proposals for Live Oak Timber," will be received at this office until three o'clock, P. M., of the thirty-first day of August next, for supplying the following Live Oak Timber. viz:

No. 1. For the frame timber, beam and keelson pieces, and for the promiscuous timber for one ship of the line, one frigate, one sloop of war, and one schooner, to be delivered at the navy yard near Portsmouth N. H.

No. 2. For the frame timber, beam and keelson pieces, and for the promiscuous timber for one steamer and one schooner, to be delivered at the navy yard Philadelphia.

The quantity and dimensions of the promiscuous timber for each vessel, of each class, is as follows:

For the ship of the line, 6,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet in length; six of the longest pieces to side 22 inches.

For the frigate, 3,000 cubic feet, which must be sided 15 inches, and be from 12 to 20 feet long; six of the longest pieces to side 19 inches.

For the sloop of war, 1,000 cubic feet, which must be sided 12 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For the steamer, 1,000 cubic feet, which must be sided 15 inches, and be from 12 to 18 feet long; six of the longest pieces to side 16 inches.

For each schooner, 300 cubic feet, which must be sided 8 inches, and be from 10 to 16 feet long; six of the longest pieces to side 12½ inches.

A part of the promiscuous timber may be got to larger dimensions, provided the pieces will answer for replacing defective hawse pieces, transoms, breast-hooks, or other valuable pieces.

Separate offers must be made for each of the preceding numbers, and each offer must embrace all the timber that is called for by the number to which it refers; the prices asked per cubic foot must be stated separately for each and every class of vessels embraced in the offer; and for the promiscuous timber of each class, separately from the other, which is considered moulded timber.

At least one-fourth of the whole quantity of timber embraced in each offer, comprising a fair proportion of the most valuable pieces, must be delivered on or before the first of June, 1838, one half of the remainder on or before

the first of June, 1839, and the *whole quantity* on or before the first day of June, 1840; and if the above proportions shall not be delivered at the respective times above specified, the Commissioners of the Navy reserve to themselves the right of cancelling any contract in the execution of which such failure may occur, and of entering into new contracts, holding the original contractors and their sureties liable for any excess of cost and other damages which may be thus incurred.

The said Live Oak Timber must have grown within twenty-five miles of the seaboard, (which must be proven to the satisfaction of the respective commandants,) must be got out by the moulds and written directions, and specifications of dimensions, &c., which will be furnished to the contractors for their government, and must be free from all injuries and defects which may impair the good quality of the said timber for the purposes for which it is required by contract, and be in all respects satisfactory to the commandants of the respective Navy Yards where it is delivered.

Bonds, with two good and responsible sureties, (whose names must be forwarded with the offers,) in the amount of one-third the estimated value of the timber to be furnished under the respective contracts, will be required; and, as collateral security for the faithful compliance with the terms, stipulations, and conditions of the said contracts, ten per centum will be reserved from the actual amount of each payment which may be made from time to time, until the said contracts are completed and closed, which reservations, respectively, will be forfeited to the use and benefit of the United States, in the event of failure to deliver the timber within the respective periods prescribed.

The moulds will be furnished to the contractors at one of the Navy Yards, Brooklyn or Gosport.

Ninety per centum will be paid on all bills for deliveries, agreeably to the stipulations of the contracts to be made, within thirty days after their approval by the commandants of the respective navy yards.

July 14—td

NAVY SLOP CLOTHING.

NAVY COMMISSIONERS' OFFICE,
22d July, 1836.

SEALED PROPOSALS, endorsed "Proposals for Slop clothing," will be received at this office until three o'clock, P. M. of the twenty-second day of August next, for furnishing and delivering at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia, the following articles, viz.

- Six hundred pea jackets.
- Two thousand blue cloth jackets.
- Two thousand pairs blue cloth trowsers.
- Four thousand duck frocks.
- Four thousand pairs duck trowsers.
- Twenty-five hundred white flannel shirts.
- Two thousand pairs white flannel long drawers.
- Four thousand black silk neck handkerchiefs.
- Four thousand pairs sewed leather shoes.
- Three thousand pairs of woollen socks.

All the articles are to be fully equal in *quality and workmanship* to the samples which are deposited at all the different navy yards, and at Baltimore. Schedules showing the sizes of the pea and other jackets, trowsers, drawers, frocks, and shirts, and the numbers which will be required of each size, are also deposited at each of the said navy yards, and at Baltimore, for the information of persons who may wish to make proposals.

The silk handkerchiefs must be fully equal to the samples in size, quality, and weight. The stockings, socks, and shoes must be of assorted sizes, and at least four-fifths of the whole quantity of each must be larger than the samples.

The whole must be delivered in good, tight, substantial and dry packing boxes or hogsheads, and in good shipping order, at the expense of the contractors.

The proposals must be made separately, for the shoes, for the stockings and socks; and for the other articles; and they must be made separately also, for the quantities deliverable at each navy yard, as distinct contracts will be made for each.

One-fourth of the quantity of each article for each navy yard must be delivered on or before the first day of January, 1837; one-fourth on or before the first day of March, 1837, and the remainder on or before the first day of May, 1837, or as much earlier as the contractors may prefer.

Persons making offers must stipulate specifically that they will furnish, under the contracts to be made any additional quantity of any of the kinds and descriptions of articles embraced in their respective proposals, which the Commissioners of the navy may require, within the year 1837, not to exceed one-third the quantities and descriptions named in this advertisement, upon their receiving sixty days' notice to that effect.

All the said articles of slop clothing must be subjected to such inspection and survey as the Commissioners of the navy shall direct, by instructions to the commanding officers of the respective navy yards of delivery, and no portion of the said slop clothing will be received that is not fully equal to the standard samples or patterns, and does not conform in all other respects to the stipulations and provisions of the contracts to be made.

The prices to be asked for the several denominations of articles enumerated must be *mean or average* prices, without regard to the *sizes*, and must be calculated to cover every expense attending the fulfilment of the contracts until the articles have passed inspection, been approved, and received, including the necessary metal navy buttons.

Two good and sufficient sureties will be required for the faithful performance, and within the times specified, of the respective contracts, and ten per centum will be withheld from the amount of all payments on account thereof, not to be paid until they are, in all respects, complied with, and is to be forfeited to the use and benefit of the United States, in the event of failures to complete the deliveries within the prescribed periods.

Ninety per centum will be paid on all bills for deliveries, agreeably to the stipulations of the contracts to be made, within thirty days after their approval by the commandants of the respective navy yards. July 28—td

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE,
Washington, July 1st, 1836.

SEPARATE proposals will be received at this office until the 1st day of October next, for the delivery of provisions for the use of the troops of the United States, to be delivered in bulk, upon inspection, as follows:—

At New Orleans.

- 360 barrels of pork.
- 750 barrels of fresh superfine flour.
- 330 bushels of new white field beans.
- 5280 pounds of good hard soap.
- 2400 pounds of good hard tallow candles.
- 120 bushels of good clean dry salt.
- 1350 gallons of good cider vinegar.

At Fort Jesup, 25 miles by land from Natchitoches.

- 350 barrels of pork.
- 750 barrels of fresh superfine flour.
- 333 bushels of new white field beans.
- 5280 pounds of good hard soap.
- 2400 pounds of good hard tallow candles.
- 120 bushels of good clean dry salt.
- 1350 gallons of good cider vinegar.

One half on the 1st May, remainder of 1st Dec. 1837.

At the public landing, six miles from Fort Towson, mouth of the Chiemicki.

- 240 barrels of pork.
- 500 barrels of fresh superfine flour.
- 220 bushels of new white field beans.
- 3500 pounds of good hard soap.
- 1600 pounds of good hard tallow candles.
- 80 bushels of good clean dry salt.
- 900 gallons of good cider vinegar.

The whole to be delivered in all the month of April, 1837, and to leave Natchitoches by 20th February, 1837.

At Fort Coffee, 10 miles above Fort Smith, Arkansas.

- 360 barrels of pork.
- 750 barrels of fresh superfine flour.
- 330 bushels of new white field beans.
- 5280 pounds of good hard soap.
- 2400 pounds of good hard tallow candles.
- 120 bushels of good clean dry salt.
- 1350 gallons of good cider vinegar.

The whole to be delivered in all the month of May 1837.

At St. Louis, or at Jefferson Barracks, 10 miles below St. Louis, at the option of Government.

360 barrels of pork.
750 barrels of fresh superfine flour.
330 bushels of new white field beans.
5280 pounds of good hard soap.
2400 pounds of good hard tallow candles.
120 bushels of good clean dry salt.
1350 gallons of good cider vinegar.
Fort Crawford, Prairie du chien, Mississippi river.
240 barrels of pork.
500 barrels of fresh superfine flour.
220 bushels of new white field beans.
3500 pounds of good hard soap.
1600 pounds of good hard tallow candles.
80 bushels of good clean dry salt.
900 gallons of good cider vinegar.
The whole to be delivered by the 1st June, 1837.

At Fort Snelling, St. Peters.

360 barrels of pork.
750 barrels of fresh superfine flour.
330 bushels of new white field beans.
5280 pounds of good hard soap.
2400 pounds of good hard tallow candles.
120 bushels of good clean dry salt.
1350 gallons of good cider vinegar.
The whole to be delivered by the 15th June, 1837.
At Fort Winnebago, on the Fox river, at the portage of the Fox and Ouisconsin rivers.

240 barrels of pork.
500 barrels of fresh superfine flour.
220 bushels of new white field beans.
3500 pounds of good hard soap.
1600 pounds of good hard tallow candles.
60 bushels of good clean dry salt.
900 gallons of good cider vinegar.
The whole to be delivered by the 15th June, 1837.
At Fort Gratiot.

120 barrels of pork.
240 barrels of fresh superfine flour.
110 bushels of new white field beans.
1760 pounds of good hard soap.
800 pounds of good hard tallow candles.
40 bushels of clean dry salt.
450 gallons of good cider vinegar.
One half 1st May, remainder on 1st October, 1837.
At Fort Howard, Green Bay.

240 barrels of pork.
500 barrels of fresh superfine flour.
220 bushels of new white field beans.
3500 pounds of good hard soap.
1600 pounds of good hard tallow candles.
80 bushels of good clean dry salt.
900 gallons of good cider vinegar.
The whole to be delivered by the 1st June, 1837.
At Fort Brady, Sault de Ste. Marie.

120 barrels of pork.
240 barrels of fresh superfine flour.
110 bushels of new white field beans.
1760 pounds of good hard soap.
800 pounds of good hard tallow candles.
40 bushels of clean dry salt.
450 gallons of good cider vinegar.
The whole to be delivered by the 1st June, 1837.
At Fort Mackinaw.

120 barrels of pork.
140 barrels of best superfine flour.
110 bushels of new white field beans.
1760 pounds of good hard soap.
800 pounds of good hard tallow candles.
40 bushels of clean dry salt.
450 gallons of good cider vinegar.
The whole to be delivered by the 1st June, 1837.
At Fort Dearborn, Chicago.

120 barrels of pork.
240 barrels of fresh superfine flour.
110 bushels of new white field beans.
1760 pounds of good hard soap.
800 pounds of good hard tallow candles.

40 bushels of clean dry salt.

450 gallons of good cider vinegar.
The whole to be delivered by the 1st June, 1837.
At Hancock Barracks, Houlton, Maine.

120 barrels of pork.
240 barrels of fresh superfine flour.
110 bushels of new white field beans.
1760 pounds of good hard soap.
800 pounds of good hard tallow candles.
40 bushels of good clean dry salt.
450 gallons of good cider vinegar.
The whole to be delivered in December, 1836, and January and February, 1837.

At Boston.

300 barrels of pork.
625 barrels of fresh superfine flour.
275 bushels of new white field beans.
4400 pounds of good hard soap.
2000 pounds of good hard tallow candles.
100 bushels of good clean dry salt.
1125 gallons of good cider vinegar.

At New York.

1200 barrels of pork.
2500 barrels of fresh superfine flour.
1100 bushels of new white field beans.
17600 pounds of good hard soap.
8000 pounds of good hard tallow candles.
500 bushels of good clean dry salt.
4500 gallons of good cider vinegar.

At Baltimore.

480 barrels of pork.
1000 barrels of fresh superfine flour.
440 bushels of new white field beans.
7040 pounds of good hard soap.
3200 pounds of good hard tallow candles.
160 bushels of clean dry salt.
1800 gallons of good cider vinegar.

NOTE.—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid.

The periods and quantities of each delivery, at those posts where they are not specified, will be one-fourth 1st June, 1st Sept. 1st Dec. 1837, and 1st March, 1838.

The hogs of which the pork is packed to be fattened on corn, and each hog to weigh not less than two hundred pounds; and, except where the quality is otherwise designated, will consist of one hog to each barrel, excluding the feet, legs, ears, and snout.

Side pieces may be substituted for the hams. The pork is to be carefully packed with Turk's island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the vinegar in iron bound casks; the beans in water-tight barrels; and the soap and candles in strong boxes, of convenient size for transportation.

Salt will only be received by measurement of thirty-two quarts to the bushel.

The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peters, must pass St. Louis, for their ultimate destination, by the 15th April, 1837. A failure in this particular will be considered a breach of contract, and the department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery; and all expenses are to be paid by contractors, until they are deposited at such store-houses as may be designated by the agent of the department.

Bidders not heretofore contractors, are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the District Attorney, or by some person well known to the Government, otherwise their proposals will not be acted on.

Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office, before payment can be made, which will be by treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option.

Each proposal will be sealed in a separate envelope, and marked "proposals for furnishing army subsistence."

GEO. GIBSON,

Com. Gen. of Subsistence.

July 7—t20Sep.